





### Today's Advertisements.

THE HONGKONG HIGH LEVEL TRAMWAY COMPANY, LIMITED.

#### NOTICE.

NO CAR WILL RUN AFTER 8 P.M. TO-MORROW (FRIDAY), the 17th instant. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th July, 1896. [1116]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

#### NOTICE.

CONSIGNEES OF CARGO per Steamship "CORINTH" are hereby notified that their goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Cargo from Japan ports will be delivered from alongside.

Goods remaining undelivered after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 16th July, 1896. [1116]

FOR SHANGHAI.

THE Steamship

"LYEEMOON," Captain G. Heermann, will be despatched for the above Port TO-MORROW, the 17th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 16th July, 1896. [1124]

FOR PENANG AND SINGAPORE.

THE Steamship

"INCRABAN," Captain Diederichsen, will be despatched for the above Ports TO-MORROW, the 17th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to FOOK CHEONG AH YON & CO., 44, PRATA CENTRAL.

Hongkong, 16th July, 1896. [1103]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Steamship

"TIENSIN," Captain Penckath, will be despatched on SATURDAY, the 18th instant, 10 A.M.

For Freight or Passage, apply to HUTTENBERG & SWIRE, Agents.

Hongkong, 16th July, 1896. [1091]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINAN," Captain Bathurst, will be despatched for the above Ports ON SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & CO., General Managers.

Hongkong, 16th July, 1896. [1138]

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND," Captain McIntosh, will be despatched as above on or about FRIDAY, the 24th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th July, 1896. [1139]

THE HONGKONG AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIAN, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PEKIN," Captain J. F. Jeppson, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Oriental*, leaving that port on the 31st August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th July, 1896. [1431]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Cassius*..... 10 To JAVA..... 1 July.

S.S. *Fidra*..... 10 To JAVA..... 1 August.

S.S. *Germania*..... 10 To JAVA..... 1 Sept.

S.S. *Germania*..... 10 To JAPAN..... 1 Aug.

S.S. *Cassius*..... 10 To JAPAN..... 1 Sept.

S.S. *Fidra*..... 10 To JAPAN..... 1 October.

General Agents for China & Japan, LAUTS WEGENER & CO., Hongkong, 16th July, 1896. [189]

### Today's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,105.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 16th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 16th July, 1896. [1100]

CONTRACT FOR BUILDING A RESERVOIR AT MOUNT PARISH, HONGKONG.

PERSONS desirous of Tendering for the above are requested to deliver their Tenders, Sealed and Marked "TENDER FOR RESERVOIR," not later than 10 A.M. on FRIDAY, the 31st July, 1896, at H.M. Naval Yard, Hongkong, addressed to the COMMODORE-IN-CHARGE, H.M. Naval Establishment.

Plan, Specification, and all Particulars can be obtained on application to the ASSISTANT CIVIL ENGINEER, Officer-in-Charge of Admiralty Works.

Hongkong, 16th July, 1896. [1137]

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & CO.'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 16th May, 1896. [1437]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Passengers and Emigrants when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD., THE HONGKONG DISPENSARY, Hongkong, 16th July, 1896. [1101]

### Today's Advertisements.

At Swallow, on the 7th July, the wife of J. GLASSBY, Imperial Maritime Customs, of a son. On the 10th June, at Bussan, Holland, the wife of J. G. BERKHUYSEN, of a daughter, of a son.

At Kaniawasa, on the 2nd July, the wife of J. H. GOUDINS, of a son.

At the General Hospital, Penang, on the 7th July, ELIZABETH D'SOUSA (née CORNELIUS), widow of the late Justus Daniel D'SOUSA, aged 55 years.

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### Today's Advertisements.

A WELL-INFORMED Washington correspondent writes:—"McKinley's election as safe as a church. Bet your last dollar on him and he will pull you out on top."—Very kind, but why not bet on the Republicans making a mess of things generally if they get their man in?

THE *Times* says, apropos of the McKinley nomination, that "a high tariff would undoubtedly injure British trade, but Britons can take comfort in the thought that nothing the United States could do would expose their commercial interests to a great danger as would free trade in America."

GOOD NEWS! The American mail brought news to-day that the International Telegraph Convention sitting at Buda-Pesth on the 10th ultimo decided, after considering the resolutions of the New York, Far Eastern, and other Chambers of Commerce, that the official Vocabulary shall not be made compulsory.—This was so very unpleasant that it is not likely to be repeated.

ABOUT RATS! Rats of one sort and another play a large part in the world's affairs. There are autocrats, like our friend, Nicholas II.; there are aristocrats, foreign and domestic; the Democrats both gold and silver; the plutocrats, always for "sound money"; and, finally, there are the plain rats, the ordinary kind, which are just made to be caught by terrier and cat.

THE *Cologne Gazette* recently devoted a long leader to the declaration that Russia within a few years has ousted England from her virtual protectorate over Turkey, and, in the domination of foreign policy, has taken the lead in China over England and is menacing from an unassailable position of vantage the Anglo-Indian empire.

THE *Kreuz Zeitung* says that the time is drawing near when the Franco-Russian coalition will bring the long-prepared policy against England to a climax, and that Germany must stand aloof, watching her own interests. Germans, the paper says, may not desire to see England driven from the positions she has long held in Asia and Africa, yet England crippled implies that the chief opponent of German colonial expansion is weakened.—Why can't the *Kreuz Zeitung* tell us something we don't know—something that hasn't been dreamed into our ears ever since we left the nursery?

THE conference of the United Empire Trade League opened in London on the 15th ultimo, with Rt. Hon. James Lowther, formerly Under Secretary for the Colonies and Chief Secretary for Ireland, in the chair. The meeting was called to discuss means to consummate a commercial federation of the Empire. Sir Donald Smith, of Montreal, said a Zollverein is at present impossible, and suggested that the duties imposed upon tea, coffee and cocoa from the colonies be reduced one-half, and he moved that the Government abrogate as speedily as possible Article 15 of the treaty of 1865 with Belgium, and Article 7 of the treaty of 1865 with the German Zollverein, which, while in force, prevent the colonies from preferring British over foreign goods. Sir Donald Smith's motion, coupled with another calling for the early summoning of an Imperial commercial conference, was adopted.

FLAUN CHARACTERISTICS IN CHINA. In his trade report from Mengtze for 1895, Mr. F. A. Carl, Customs Commissioner, writes:—"At May and June went by without any cases (of plague) appearing we were in hopes that Measles would escape the usual visitation. The season up to July had been very dry, but the first few days of that month were wet, and shortly afterwards the plague began with its wonted virulence. The disease was prevalent and fatal during July and August, and remained till towards the end of September. Various estimates of the number of victims are given, from 800 to 1,500. The neighboring towns suffered severely, the mortality even raging in Lolo villages considerably over 6,000 feet above the sea-level. At the commencement of the epidemic the Chinese thought it would disappear with the arrival of the autumn (8th August), but the disease prevailed till it had run its course, which requires about three months' time, as shown by the records kept since the establishment of the Mengtze Customs in 1889."

ON the 16th ultimo the Emperor of Germany granted an imposing audience to Li Hung-chang in the Knights' Hall of the old castle, Berlin. Li was conveyed thither in the royal carriage, escorted by Prussian Uhlans. Emperor William and Empress Augusta were seated on their thrones, surrounded by royal princes, Chancellor von Bismarck and Freiherr Marschall von Biebertal, the Minister of Foreign Affairs, were also present. Li Hung-chang bowed low on approaching the throne and presented his credentials, at the same time delivering an address expressing his admiration of Germany.

He dwelt upon the fact that the relations between Germany and China were more friendly than those with other powers. He also thanked the Emperor for Germany's aid regarding the retrocession to China by Japan of the Liaotung peninsula. He referred to Germany as the first nation of the world, and hoped for a lasting friendship between Germany and China.

Emperor William replied with a cordial welcome and sincerely reciprocated the friendly sentiments with an earnest hope that the friendship between the two nations would develop. He begged Li Hung-chang to thank the Emperor of China for sending him to Germany as an envoy and to convey his best wishes for the welfare and prosperity of the Chinese empire.

MEMORANDA. TO-DAY.—16th July. 9 p.m.—Meeting of Perseverance Lodge.

TO-MORROW.—17th July. 10 a.m.—Summary Court.

SATURDAY.—18th July. French mail due.



clean out—on strike! What do you think of that? Say John ain't civilized! If he's getting on nicely, as the old lady said when she found her wealth son and his wife sufficient strength to pull the table-cloth off the table and thereby cause the total destruction of her very last China tea service. The cause of the strike is to be found in the fact of the Ricksa Farmer imposing fresh rules on the sickle and, to put it in a nutshell, squeezing them. John objects, has "gone out," and the Farmer, poor old chap, loses \$100 a day. The strikers are very orderly, and as they have saved up a nice little sum, they are able to eat and sleep well; but about town in their best clothes, have a look at the "sing-song house," and "take off" the well-to-do Chinese and foreigners by saying to them as they walk along the Prays—"Lickshore, master?" "Wanchee Lickshore?"

LATER.  
Just a line to say that a few hours after my last letter was posted I ascertained the strike had come to an end in favour of the cooler, who will continue to carry on their business "all the same before."

#### NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co.'s steamship *Coplin*, Capt. J. Selby, R.N.R., from San Francisco, via Honolulu, Yokohama and Nagasaki, with the American mails up to 20th June, arrived in harbour this afternoon. We are indebted to our San Francisco exchanges for the subjoined interesting telegrams:

CAPE TOWN, June 19th.  
The Secretary of State for the Transvaal has telegraphed the British High Commissioner here that, having in view the welfare and peace of South Africa, the Transvaal Government is convinced that proofs in its possession, which are at the disposal of Great Britain, now completely justify and compel the British Government to compel the Transvaal Government to press this step to Great Britain, and also urge that all control of the British Chartered South Africa Company be transferred to Great Britain.

LONDON, June 19th.  
Telegrams received from Bulawayo indicate that the Mashonas have joined the Matabele rising and the situation is much more grave. There are numerous cases of isolated settlers being massacred. The people around Salisbury and Fort Charles have been ordered to leave. The whole Mashona district is full of rebels. A dispatch to the *Chronicle* from Bulawayo says the situation is so serious that the Cape Mounted Infantry has been ordered to Mashonaland and the Imperial troops have been ordered up from Mafeking.

NEW YORK, June 19th.  
Colonel Henry Beecher, son of the late Henry Ward Beecher, today was acquitted of the charge of forgery by a jury and thereby exonerated from the accusation of having signed the name of the representative of the Chicago, Milwaukee and St. Paul Railroad to fictitious applications for insurance. The nephew of Mr. Beecher kissed the hand of each juror.

VANCOUVER (B.C.), June 16th.  
Robert N. Johnston of this city, the Canadian amateur champion carman, has issued a challenge to the winner of the Duplessis-McCauland race, to be contested in San Francisco on July 4th, to row him for the championship of the Pacific Coast, the race to take place not later than the first week in August.

Because Robert C. Ingersoll is reported to be an infidel the committee on membership of the new Audley Casino Association has rejected him as a member. The Casino is the finest and oldest club in America. One of the members intimated that Mr. Ingersoll's name had been dropped from the proposed membership list on account of his disbelief in Christianity. The women especially objected to him.

BREXIT, June 19th.  
Goodbolt, who survived the disaster to the *Drummond Castle*, was the quartermaster of the ship. He said a few minutes before the shock a driving rain commenced to fall and the atmosphere was foggy. The sea was not rough, but there was a long swell. No lights were visible. The children on the ship had gone to bed, but a number of passengers were on deck. "The vessel was going at fourteen knots an hour, when suddenly, with absolutely no warning, there was a terrible crash."

"The captain, who was on the bridge with the third officer, was the last to be seen. He was hurrying to the lifeboats. All the passengers rushed on deck, many only half clad and all panic-stricken."

"The steamer now listed so heavily that, although the crew behaved admirably and took up their stations for their work, it was impossible to do anything. There were heartbreaking cries from those on board when they realized that they were doomed."

"The *Drummond Castle* sank beneath our feet, with all on board, in about two minutes after the shock. I threw myself in the water and grasped a floating plank. I then saw the other survivors, Wood, clinging to a small spar. We joined our efforts in collecting other spare planks and thus made a sort of rough raft. On this we were buffeted about until morning, when we sighted a fishing boat not far from us. I waved my cap, which was seen, and we were soon picked up."

Wood said he was in the fore-cabin when he felt the crash, and he was just in time to reach to his post at one of the hows when the ship sank. "Thirty-one bodies have thus far been picked up."

The French Admiralty officials who have been examining the scene of the wreck of the *Drummond Castle* express the belief that she was broken up by the explosion of her boilers after she began to founder. The French Government has sent M. Bertillon, the specialist, to measure the dead for the purpose of identification.

GOOKEROWN (British Guiana), June 19th.  
One hundred labourers were winning a road from the Baitini to the Cayal river, when the Schoenberg line, when they were stopped by armed Venezuelans. Orders have been sent from Georgetown to the British officers not to offer resistance to the Venezuelans, but to withdraw under protest.

LONDON, June 19th.  
The Under Secretary for Foreign Affairs, Hon. George N. Curzon, answering a question in the House of Commons today regarding the Venezuelan situation, said that the British Ambassador at Washington, Sir Julian Pauncefote, was authorized to receive and report upon proposals made by the Venezuelan representative at Washington. The latter, Curzon continued, had been informed of this, but up to the present had not made any proposal, and negotiations were pending with the United States both in regard to a definite frontier and the arbitration of the frontier question with Venezuela under proper conditions of discussion. The latter question, he further stated, does not offer an obstacle to the conclusion of the general arrangement with respect to arbitration, which the Government hoped to see concluded.

The Berlin correspondent of the *Times* says there appears to be a disposition on the part of the German press to take up the Samoa question in view of the retirement of Governor Schmidt. According to the *Kölnische Zeitung*, Captain Brandt, now in the Colonial Office, will be the German nominee in the Samoan

circles, however, his fitness for the place is doubted. Owing to his having formerly been over-seer to Sir King Tamasese, his selection might cause friction. The German press, which has frequently criticized Chief Justice Ida, now urges that a Judge of another nationality should be appointed. It is only for the reason that the result of the Presidential election may modify the attitude of the United States toward Samoa.

TORONTO, June 19th.  
J. B. Robertson, a Lieutenant-Governor of Ontario, dropped dead while on the platform of the Massey Music Hall to-night while in attendance on a political meeting presided over by Sir Charles Tupper. Mr. Robertson was 76 years of age.

LONDON, June 19th.  
Charley Mitchell wants to make another attempt to wrest Jim Corbett's pugilistic laurels from the American grasp, and claims to believe he can reverse the verdict given at Jacksonville. He substantiates this assertion by himself by stating that he has £2,000 worth of confidence in himself. The Bellinghame Club offers £2,400 for a go, and it is said the proposition has been laid before Corbett in a letter.

Bob Fitzsimmons, it is learned, has received the offer from the National Sporting Club of a £50 bonus if he will sign to fight Corbett for a purse of £1,000. The holder of the championship, however, positively refuses to make the match, persisting in reiterating his "ultimatum," which demands that Corbett "go and make a record." This statement is not received with much applause by those who hear it, and the demand is growing that Fitz take on Corbett or announce his willingness to fight.

Manager Brady's presence in England is evidently not paying to the Cornishman. Fitz apparently realizes that the moment he gives an earnest in the shape of cash to support his claims that he can defeat Corbett, the wily little manager will deliver his deposit in record time. In the meantime, while without a match in progress, Fitz and his manager are not doing a land office business in the matter of engagements.

By the way, Bob has forgotten a lot about his American citizenship, and now brings forth his claim to being a British subject by right of birth. He even threatens to settle here, but the fact has not caused national rejoicing. The natives would find room for him if he whelp Corbett for their delinquency, and inebriate as much in their sporting talk.

A *Times* dispatch from Rome says it is believed in well-informed circles here that Mr. B. Lorenzelli, internuncio at the Hague, will be appointed apostolic delegate to the United States to succeed Cardinal Sallusti, but this is not finally settled.

MADRID, June 19th.  
I am informed on the best authority that at yesterday's Cabinet council the Government decided to propose to the Cortes to purchase two ironclads, one from the Argentine Republic and the other from the Italian Government. Both ships are at present in a shipyard at Genoa. The former is finished, and can be got ready for sea in fifteen days; the latter requires three or four months' more work. The price asked is \$1,000,000 each. The consent of the Cortes is said to be certain.

LONDON, June 19th.  
In its issue this morning the *Daily News* congratulates the Republicans of the United States if not on their candidate at least on their refusal to have anything to do with mischievous currency decisions.

The *Chronicle* says: "Nothing has been heard in this country of Mr. McKimley's personal character, except that it is honourable."

The *Standard* says McKimley is neither distinguished, learned, nor wise. It is a victory of the common-place. Senator Teller was right when he said that the gold standard and protection could not exist together in the United States. If hard and fast protectionism wins in November a debased currency is almost certain to follow. The foreign policy is to be truculence and fuss. England must not assert her rights, but must be thankful for what the Great Republic condescends to give her. It is a reactionary platform in most respects. The moral level of party politics has fallen so low that men of the stamp of McKimley are about the best procurable. They are fully as good as the Nation deserves.

The *Daily News* claims to have authority to state in connection with the latest reports regarding the trouble about the Venezuelan-Guianan boundary dispute that the Venezuelan troops were near the junction of the Acarabait Creek with the Cuyul River. They observed a number of British officials engaged in surveying a route toward Barima. Believing that the British were encroaching on Venezuelan territory, the officer in command of the troops asked the surveyors to turn back. The officials, acting in conjunction with their instructions, declined to do so, and proceeded with their surveying. They referred the matter to the British Consul agent. The protests were peaceful and there was no collision.

BUDA-PESTH, HUNGARY, June 19th.  
The International Telegraph Convention sitting here has taken up the question of the compulsory use of the official vocabulary for code messages. The resolutions of the New York Chamber of Commerce and other bodies opposing the vocabulary were duly presented by the representatives of the Commercial Cable Company, and the convention this morning decided that the vocabulary shall not be made compulsory, and all future action was indefinitely postponed.

LIVERPOOL, June 19th.  
In the final game of the lawn tennis tournament to-day H. F. Mahoney, of Dublin, after a splendid contest, beat W. A. Larned, the American player, by a score of 3-6, 2-6, 5-3, 6-6, 6-3.

#### THE BEHRING SEA CLAIMS.

##### THE PROTOCOL AND CONVENTION READY TO BE SIGNED.

NEW YORK, June 19th.  
The *Sun's* Washington special says that the Behring Sea claims question has been settled finally. The protocol and convention will be signed on Wednesday.

The final settlement of the question of damages to be paid for illegal seizures of British vessels in the Behring Sea previous to the conclusion of a *modus vivendi* ends a delicate matter which has been in negotiation ever since the seizure of the *Albatross* in 1893. That court of arbitration decided that the United States had no right to seize a foreign vessel taking seals on the high seas, and that if the U. S. Government had done so it was responsible for any loss resulting to that vessel's owners, but up to the present time, through the refusal of Congress to take positive action, all the efforts of the British Ambassador and the State Department to reach a settlement of the damage claims have been unavailing.

On June 7th, 1894, Sir Julian Pauncefote, the British Ambassador at Washington, transmitted a complete list and summary of the British claims amounting to \$342,169, suggesting at the same time that each country should appoint a duly qualified commissioner to examine into the same.

On August 21st, 1894, the Secretary of State wrote to the British Ambassador that the President had concluded that it might be "practical as well as advantageous to effect a direct settlement of the claims by the payment of

a lump sum in full satisfaction of all demands," and he proposed the sum of \$125,000, subject, of course, to the action of Congress in the matter of appropriating that amount. Sir Julian Pauncefote, at once accepted the compromise suggested.

President Cleveland, it will be remembered, in his message to Congress in December, 1893, recommended the payment of the claim of \$125,000, and on February 23rd, 1894, an amendment providing for the same was offered to the general deficiency appropriation bill by the Committee on Appropriations. This amendment passed in committee of the whole House by a vote of 91 to 86. The opponents of the amendment, however, immediately brought it up in the House, where it was rejected.

The objections were based mainly upon the doubtful nationality of the claimants, a majority being alleged to be "American subjects." The President, in his message to Congress, declared that the claims of the Canadian sealers had been subjected by both Governments to a thorough examination upon the principles as well as on the facts involved. The question of privilege at issue was whether consequential as well as actual damages should be made good to the Canadian claimants. The question of fact was whether all of the claimants were bona fide subjects of Great Britain and bona fide owners of the vessels seized or ordered away from the seal fisheries.

It appears that more than one-half the damages for which indemnification is demanded were of the consequential kind—that is, consisted of constructive losses on the shares of seals that would have been taken or might have been taken had not the vessels been warned to keep out of Behring Sea.

Now, as the Paris tribunal refused to rule that constructive damages must be made good as well as actual, the question of consequential damages had to be determined according to precedent; and the most authoritative precedent was set by the Alabama tribunal at Geneva in 1871, which ruled out the consideration of constructive and consequential damages.

With regard to questions of fact, the *bona fide* ownership of ten out of the eighteen sealing vessels concerned in the demand for damages belonged not to British subjects but to American citizens—the firm of Warren & Borwick of San Francisco, who made a fictitious transfer of their property to a British subject, one Cooper, a blacksmith.

For these reasons Congress has down to the present time declined to vote the payment of the \$125,000 to Great Britain, and it is believed that after throwing out claims for consequential damages and claims made on behalf of American citizens, the indemnity payable will not exceed \$34,000.

#### JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to acknowledge with thanks the following donations to the above Fund:—  
Subscriptions already acknowledged ..... \$3,395  
Since received:—  
Chan A Tong ..... \$50  
Commodore and Officers, H.M.S. *Victor* ..... 40  
Emanuel ..... 40  
Dr. G. H. Bateson-Wright ..... 10  
\$3,395

#### JAPANESE SHIPPING AFFAIRS.

Yokohama, July 6th.  
We have already mentioned that it is in contemplation to open regular services to Australia, Bombay, two out of four special routes remaining to be subsidized. With reference to the Vladivostok and Koriakoff services, an advertisement has appeared in the *Official Gazette* inviting contracts, but as the remaining two, namely, Bombay and Australia, demand arrangements of greater magnitude—arrangements that the Yusen Kaisha alone is capable of undertaking—overtures have already been made to that company by the Department of Communications, and the matter is now in process of negotiation. It is expected that an understanding will easily be arrived at, inasmuch as the Yusen Kaisha has been carrying on a service to Bombay for some time, and its already planned programme includes the establishment of a service to Australia. The subsidies to be granted for those two services are said to be as follows:—

For the latter half of the year, the subsidy per annum will be:—  
Australia ..... 175,109.035  
Bombay ..... 99,142.605  
Total ..... 274,251.640  
The total of subsidies and bounties to be received by the Yusen Kaisha is estimated at above 5 million *yen*, of which about 14 millions fall under the head of subsidies and over 33 millions under that of bounties, as shown below:—

##### EXISTING SHIPS.

Route.	No. of Ships.	Service.	Subsidies.	Bounties.
Existing foreign or domestic service.				
to the government, and extraordinary do.	22		88,128.000	400,000
to the government, and extraordinary do.	22		88,128.000	400,000
to the government, and extraordinary do.	22		88,128.000	400,000
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#### THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Mr. H. B. Letbridge (Acting Captain Superintendent of Police), Dr. F. H. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

The minutes of the last meeting were read and confirmed.

BYRONIC PLAGUE AT AMOY.  
The following letter was laid on the table:—  
H.B.M.'s Consulate,  
Amoy, 24th June, 1896.

Sir,—I have the honour to inform you that this morning the Port Doctor notified me that there is a marked decrease in the prevalence of Byronic Plague in this port, but that there are still a few cases.

I have, etc.,  
(Signed) H. KING,  
Assistant in Charge.

To the Hon. Colonial Secretary, Hongkong.

CHOLERA AT SINGAPORE.  
The Colonial Secretary of Singapore reported that during the week ending noon of the 16th June there were five deaths from cholera at that port. The report for the week ending June 15th showed the epidemic to be decreasing, there being again only five deaths.

THE WIDOW'S GRATUITY.  
The following letter from the Colonial Secretary was read:—  
Colonial Secretary's Office,  
Hongkong, 29th June, 1896.

Sir,—With reference to my letter No. 893 of the 18th inst., I am directed to inform you that His Excellency the Governor has been pleased to reconsider the case of the widow of the late Shan Tin-yau, and to grant her a gratuity of one hundred dollars, which sum the Treasurer has been authorized to pay to you on her behalf.

I have, etc.,  
(Signed) J. H. STEWART LOCKHART,  
Colonial Secretary.

To the Secretary, Sanitary Board.

MR. LADD'S LEAVE.  
The application of Mr. Ladd, Veterinary Surgeon, for three months' additional extension of leave, as he is anxious to complete a course of study of bacteriology before returning to the Colony, and a minute granting it, was laid on the table.

There was no discussion, as the papers were merely for the information of the Board.

RETROSPECTIVE BY-LAWS.  
The following letter from the Colonial Secretary, with interesting minutes attached, was laid on the table:—  
Colonial Secretary's Office,  
Hongkong, 29th June.

Sir,—In reply to your letter No. 100 of the 23rd instant, I am directed to inform you that the Government is advised that Sanitary By-law No. 5 has no retrospective operation, and that there is no power as Ordinance No. 13 of 1894 now stands to substitute any by-law for By-law No. 5 which could legally have a retrospective operation.

Further I am to point out that it would appear from the letters of the Permanent Committee and Housing Committee to the Colonial Secretary, dated respectively 29th June, 1894, and 18th August, 1894, that it was not intended that the new provisions with regard to backyards should apply to already existing houses, and I am to add that it would be necessary for the Board to make out a very strong case before the Government would feel justified in passing any law interfering retrospectively with backyards long since built over.

With regard to the question upon whom lies the onus of proof of the date of erection of obstructions in backyards, I am to state that His Excellency is advised that it is not possible to give any general opinion, because the circumstances of different cases vary widely.

In conclusion, I am to inform you that in all cases of any doubt or difficulty, the Board should ask for the assistance of the law officers of the Crown.

I am, etc.,  
(Signed) J. H. STEWART LOCKHART,  
Colonial Secretary.

The Secretary, Sanitary Board.

In submitting this letter to the President, the Secretary noted—Copies of the letter referred to in the second paragraph of this letter ought to be in this office, but unfortunately they are not. Had the regular course been followed in the somewhat extensive correspondence which I understand passed between the Colonial Secretary and the so-called Permanent Committee, then the non-existence of copies of the letters in question would lie on the officer who was at the time performing the duties of Secretary to the Board. But, as the Board either acquiesced in, or approved of, the position which the Committee's letter indicated, and the Committee's recommendation directed by the Colonial Secretary, and as the Colonial Secretary appears to have carried on a correspondence with them, the fact that a copy of the correspondence does not exist in this office cannot be laid at the door either of the Acting Secretary or myself. However, the practical point now at issue is to get the letters referred to, and I attach a draft of a letter requesting the Colonial Secretary to supply them.

In response to the request of the Secretary, printed copies of the correspondence asked for were sent and attached to the letter.

The Secretary then mentioned—Letters asked for have been sent and are attached hereto. I have read them carefully, and I must say that I fall to find anything approaching a clear statement by either of the Committees that the ordinance they recommended to be passed should not apply to existing houses as far as the obstruction of backyards is concerned. On the contrary the cry is "let the existing houses be lighted and ventilated as far as it is practicable."

In the letter of the Housing Committee dated 29th July it is clearly and distinctly stated that no backyard should be roofed in, and that their recommendations are confined to existing houses. In the letter of the so-called Permanent Committee there is a paragraph which states that in existing houses there can be no remedy that the right of visit and search of every Chinese house with a view of ascertaining cleanliness and the law as regards the obstruction of backyards. Does the Board not include the law relating to backyards? The "etc." seems to me to be so likely to mean that as the phrase "no remedy" should mean they are to be excluded. But as it may, the practical points at issue are—

1. Has the present law on the subject of backyards a retrospective action? His Excellency has been advised that it has not.

2. Is it necessary that the law should be made retrospective? If the public health of the Colony is of the importance it is held to be, then the answer is only one answer, and that is it is absolutely necessary.

There is, of course, an alternative, but it is clumsy, slow, and full of litigation. It is for the Medical Officer of Health to decide whether houses that have enclosed yards so as to prevent the doors from being adequately lighted and ventilated are fit for human habitation. If not, they will have to be closed off such time as they are fit.

Dr. Clark's minute on this correspondence is the report of the Permanent Committee under

date of June 20th, 1894, deals apparently only with certain scheduled houses; that under date of August 23rd, 1894, deals with houses built subsequently to that date. I cannot understand, therefore, why these reports should have been quoted in support of the statement that the provisions with regard to backyards were not intended by the Permanent Committee to apply to existing houses, while in the minutes of the Committee Report of July 28th, 1894, which distinctly states that it relates to the *sanitary improvement of existing houses*, and in the last clause of par. 6 says that "the Committee are of opinion that in no case should a backyard be roofed in either wholly or in part." Evidently, therefore, it was intended, at least by the Permanent Committee, if not by the framers of the ordinance, that the new provisions with regard to backyards should apply to already existing houses.

As to my action in directing prosecutions under this by-law without first consulting the law officers of the Crown, I can only say that I have hitherto been accustomed (necessarily, as it now appears) to regard a series of convictions obtained before a Magistrate, under any ordinance or by-law, as, in some measure, confirming the legality of the proceedings, and as such a series of convictions had been obtained in this Colony under by-law 5, made under section 13 of Ordinance 15 of 1894, prior to my arrival in the Colony, I felt justified in concluding that the question of retrospective action had been considered by the Court and that the provisions under this by-law were legal, whether the obstruction had been erected prior or subsequent to the approval of the said by-law by the Legislative Council.

It is true that Messrs Leigh and Orange have replied to some of the notices recently issued that "we are informed that you have no legal right to issue any such notices," but as Messrs Leigh and Orange gave us no legal authority for their information or opinion, nor in fact any clue as to the grounds of the alleged illegality of our notices, I did not consider it necessary to ask that the matter be referred to the law officers of the Crown, until Messrs Leigh and Orange had proved the correctness of their contention, by securing the reversal of the decision hitherto obtained in the Police Court.

In view of this decision and its confirmation by the law officers of the Crown, I would strongly advise the Sanitary Board to urge upon the Government the necessity for so amending the present law as to enable the Board to enforce the provisions of adequate ventilation of domestic buildings, by the opening out of all backyards, whether used as kitchens or not.

In a postscript, Dr. Clark says there are 800 houses in the western district needing alteration, and that he is convinced that in no way except by opening them out can they be made even reasonably habitable.



## Intimations.

## KOPS ALE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT! PURE! SPARKLING!!! Brewed and Bottled with Hops only.

Sole Agents for Hongkong and the Empire of China.  
WATKINS & CO., 86, Queen's Road Central Hongkong.  
WAI KIN TAI YUW FONG (房藥大建威)

TWENTY (20) PER CENT.

## SAVING OF FUEL!

HOLDSWORTH'S  
MICA COMPOSITION

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG. [10296]PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,  
LUCIUS & BRUNING HOCHST A/MAIN.DR. KNORR'S LION BRAND  
"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

## "DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S  
"MIGRAININE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [84]

## Shipping.

## STEAMERS.

FOR SHANGHAI AND VLADIVOSTOK.

THE Steamship

"DAPHNE,"

Captain J. Samuelson, will be despatched for the

above Ports on WEDNESDAY, the 22nd inst.,

at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; Co.

Hongkong, 15th July, 1896. [11123]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched on

TUESDAY, the 28th inst., at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A fully qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 15th July, 1896. [11123]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR

SINGAPORE, COLOMBO, PORT SAID,

MARSEILLES, LONDON AND ANTWERP.

THE Chartered Steamship

"BALMORAL,"

Captain McRitchie, will be despatched for the

above Ports on or about the 31st inst.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 14th July, 1896. [11120]

"RICKMERS" REGULAR LINE OF

STEAMERS.

FOR MARSEILLES, HAVRE AND

HAMBURG.

(Taking Cargo at through rates to RED SEA,

MEDITERRANEAN and BLACK SEA PORTS)

THE Company's Steamship

"MARIA RICKMERS,"

Captain E. Berg, will be despatched as above

on THURSDAY, the 6th August.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 9th July, 1896. [10129]

## Shipping.

## STEAMERS.

OREGON RAILWAY AND NAVIGATION

COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Altmore.....[Saturday].....18th July.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE"

will be despatched hence for VICTORIA, B.C.,

and PORTLAND, OREGON, via KOBE and

YOKOHAMA, on SATURDAY, the 18th July.

Consular Invoices of Goods for United States

Points should be in QUADRUPPLICATE and one

Copy must be sent forward by the Steamer to

the care of the GENERAL PASSENGER AGENT,

Oregon Railway and Navigation Co., Portland,

Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 15th July, 1896. [1043]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched as above

on MONDAY, the 20th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 15th July, 1896. [11133]

"S-IRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND

LONDON.

THE Steamship

"MONMOUTH-HIRE,"

Captain Evans, will be despatched for the above

Ports on or about the 31st inst.

For Freight or Passage, apply to

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 16th July, 1896. [10129]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Steamship

"CHEFOO,"

Captain Pennefather, will be despatched TO-

MORROW, the 17th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th July, 1896. [11128]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI-TAN,"

Captain Roach, will be despatched for the above

Ports TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAIR &amp; Co.,

General Managers.

Hongkong, 16th July, 1896. [11141]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Steamship

"TIEN-TSIN,"

Captain Clegg, will be despatched TO-

MORROW, the 17th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th July, 1896. [11091]

THE CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

FOR LONDON,

VIA STRAITS AND USUAL PORTS OF

CALL.

(Taking transhipment Cargo for other

Ports in the UNITED KINGDOM,

RIVER PLATE, &amp;c.)

THE Company's Steamship

"PAKING,"

Captain H. L. Allen, will be despatched as

above TO-MORROW, the 17th inst., at 5 P.M.,

instead of as previously advertised.

For Freight, &amp;c., apply to

HOLLIDAY, WISE &amp; Co.,

Agents.

Hongkong, 16th July, 1896. [11011]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain T. R. Gale, will be despatched as

above on SATURDAY, the 18th inst., at

Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 16th July, 1896. [11124]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"AMAR,"

Captain D. Smith, will be despatched as above

on SATURDAY, the 18th inst., at 4 P.M.,

instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 16th July, 1896. [11091]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Chartered Steamer

"KNIGHT OF ST. JOHN,"

Captain A. H. Billitt, will be despatched for the

above Ports on SATURDAY, the 18th inst.,

at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1896. [11118]

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEMULPO AND

NAGASAKI.

(Taking Cargo at through rates to

VLADIVOSTOK.)

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the

above Ports on SATURDAY, the 18th inst.,

at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1896. [11120]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLEN,"

Captain Gason, will be despatched as above

on or about SUNDAY, the 19th inst.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 8th July, 1896. [11011]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship

"SOCOTRA,"

Rohde, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN &amp; Co.,

Agents.

Hongkong, 21st May, 1896. [1051]

FOR BALTIMORE.

THE 3/3 L. 1. American Ship

"ISAAC REED,"

Captain F. D. Waldo, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 16th July, 1896. [10129]

FOR NEW YORK.

THE 3/3 A. 1. American Ship

"CHARLES E. MOODY,"

Captain Leonard, shortly expected here, will

leave for the above Port, and will have quick

despatch.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co.,

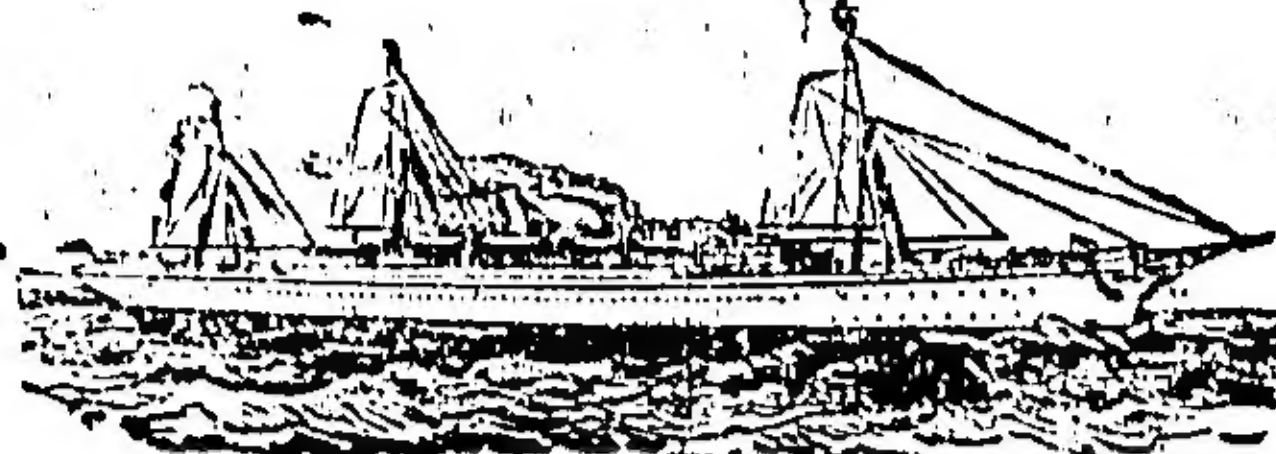
Agents.

Hongkong, 16th July, 1896. [10129]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd Jul.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,

via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months,

£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the